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POOR UNLOADING AREAS ON BELORUSSIAN RAILROAD SYSTEM -- Minsk, Sovetskaya Belorussiya, 22 Oct 53

A large quantity of construction materials, equipment, and fuel for factories, plants, and new construction projects of Minsk is being delivered by railroad and unloaded at designated points. But several of the unloading areas are in a neglected condition and do not have approach roads for removal of the freight by motor transport.

Much waste is caused by the indiscriminate piling of freight during unloading operations. Since it is impossible for trucks to approach the freight, it lies there a long time, but the railroad fails to consider this and exacts heavy demurrages from the clientele. At Kilometer Stop 747 lumber, stone, and firewood are unloaded from the railroad cars in the middle of Smolenskaya Street in Minsk. Therefore, it is impossible, during unloading, for traffic to pass along the street. Nevertheless, nothing is being done about rearranging the unloading area and the siding.

With the coming of the fall-winter period, the unloading area of Kilometer Stop 747, where the freight ordinarily lies, is full of water and mud and is almost impossible to approach by truck.

The Administration of the Belorussian Railroad System and the Clientele must improve the unloading areas so that freight can be unloaded and distributed in an orderly manner.

POOR PASSENGER SERVICE ON THE OCTOBER SYSTEM -- Leningradskaya Pravda, 1 Nov 53

Passenger service on the October Railroad System often does not meet travelers' needs. Four trains leave the Moscow Station for Shapki /daily/. But for workers finishing work at 1800 hours there is only one train, departing at 1855 hours, on which there are always many passengers. The next train does not leave until 2357 hours. This has been brought to the attention of the Administration of the October Railroad System, but no action has yet been taken.

Neither is the administration doing anything about changing the schedule of trains departing from Shapki for Leningrad. One of these trains arrives in Leningrad at 0200 hours, when the municipal transportation system is no longer in operation.

The passenger train schedule is so arranged that some trains have 15- to 20-minute station layovers. The train leaving the Kovalevo station platform at 1737 hours for Leningrad has a 20-minute layover at the Rzhnevka station and a 16-minute layover at the Kushelevka station. At the Kovalevo station there is no passenger platform and the passengers have to step down directly upon the embankment.

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- 2 -

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